

AWATEA RESIDENTS' ASSOCIATION INCORPORATED

21 August 2015

SUBMISSION TO THE CANTERBURY REGIONAL COUNCIL LAND USE RECOVERY PLAN REVIEW

MAP A

POLICY 6.3.3 – DEVELOPMENT IN ACCORDANCE WITH OUTLINE DEVELOPMENT PLANS

POLICY 6.3.6 – BUSINESS LAND

POLICY 6.3.7 – RESIDENTIAL LOCATION, YIELD AND INTENSIFICATION

PLAN CHANGE 5 AWATEA

APPENDIX 35 – OUTLINE DEVELOPMENT PLAN (AWATEA)

Introduction

The Awatea Residents' Association Incorporated (ARA) appreciates being given the opportunity to submit comments to the Land Use Recovery Plan Review.

Plan Change 5 is a strategic area for the rebuild of Christchurch and is identified in the Land Use Recovery Plan and Canterbury Regional Policy Statement as a Greenfields Priority New Neighbourhood Residential.

Appendix 35 – Outline Development Plan (Awatea) is attached showing possible changes.

The ARA requests:

That consideration be given to making amendments to policies 6.3.3, 6.3.6 and 6.3.7 in the LURP and CRPS to support South Awatea being rezoned to a suitable zoning such as commercial/light industrial to be compatible with a noisy activity by providing some flexibility within the regional growth policies to enable the Christchurch City Council to make adjustments accordingly.

Explanation

For twenty years the Christchurch City Council has made exhaustive investigations to find a suitable site to relocate the Christchurch Kart Club (KartSport Canterbury). The area in question, South Awatea zoned Living G, South of the Christchurch Southern Motorway, Wigram Road, Halswell Junction Road and McTeigue Road, is identified in the LURP and CRPS as a Greenfields Priority New Neighbourhood Residential.

This area has a constraint for development - Plan Change 5 Policy 10.3.5© "To avoid subdivision of land identified for residential purposes on land to the south of the Christchurch Southern Motorway until such time as the Carrs Road Kart Club (KartSport Canterbury) ceases motor sport activities on the Carrs Road Reserve."

Kartsport Canterbury has a lease with the Christchurch City Council at Carrs Road Reserve for karting activities until 2054 which unless the Club is relocated potentially precludes the Priority New Neighbourhood Residential to come into being until 2054 effectively making South Awatea valueless to the rebuild of Christchurch.

The report presented to the Christchurch City Council on 13 August 2015 identifies that up to 19,800 sections will be provided by 2028 to meet the bulk of the anticipated demand which is consistent with the LURP and Chapter 6 of the CRPS. Comment was made that land availability was in a healthy situation.

It is the belief of the ARA that rezoning South Awatea to a suitable zoning compatible with a noisy activity such as Commercial/Light Industrial or part thereof will cause a less than minor effect on the housing stock in Christchurch City to 2028. As sections in this area potentially cannot be developed until 2054, a change of zoning is justified.

At the current City Plan Hearings in 1997/8 the Christchurch City Council gave evidence to Commissioner David Collins that nowhere in Christchurch or Canterbury to relocate the Carrs Road Raceway without major difficulties.

Rezoning South Awatea a Greenfields Priority New Neighbourhood Residential to a compatible zoning with a noisy activity such as commercial/light industrial or part thereof and consistent with the LURP and Chapter 6 of the CRPS will, in the ARA's opinion, contribute to the rebuild of Christchurch by:

1. Providing land for business activities with consent expiring 2016 located on residential land after the earthquakes will not compete with the city centre through careful planning.
2. Providing business land close to existing and future residential development helping to achieve a greater range of travel options and reducing energy usage.
3. Ensuring close proximity to a labour supply and near to public transport networks.
4. Encouraging self-sufficiency of employment and business activities and close to a major transport route the Christchurch Southern Motorway.
5. Providing a relocation opportunity for businesses on earthquake damaged land and buildings.
6. Being a buffer to new and existing subdivisions providing certainty for the community and developers by mitigating reverse sensitivity of a noisy activity.
7. Being a buffer to the heavy industrial Awatea Business Park B7 to new and existing subdivisions.

Conclusion

The community including landowners and developers must have confidence that they are able to develop rezoned land and that the land has been given the appropriate zoning. In the case of South Awatea, the Living G zone was made operative on the assumption that the Carrs Road Raceway would be relocated within a reasonable time to enable the Greenfields Priority New Neighbourhood Residential to play an intrinsic part in the rebuild and recovery of Christchurch. As this has not happened and the

ARA has no confidence that a suitable site will be found, a zoning of commercial/light industrial or part thereof seems an appropriate solution.

Policies of local authorities determine the blue print of towns and cities and setting rules and regulations on assumption is, in the ARA's opinion, questionable as to certainty. Territorial authorities should be able to have the flexibility under the LURP and CRPS to support and sanction amendments to zoning when clearly a current zoning, is the foreseeable future, not practical and unlikely.

Thank you for considering these comments and submission

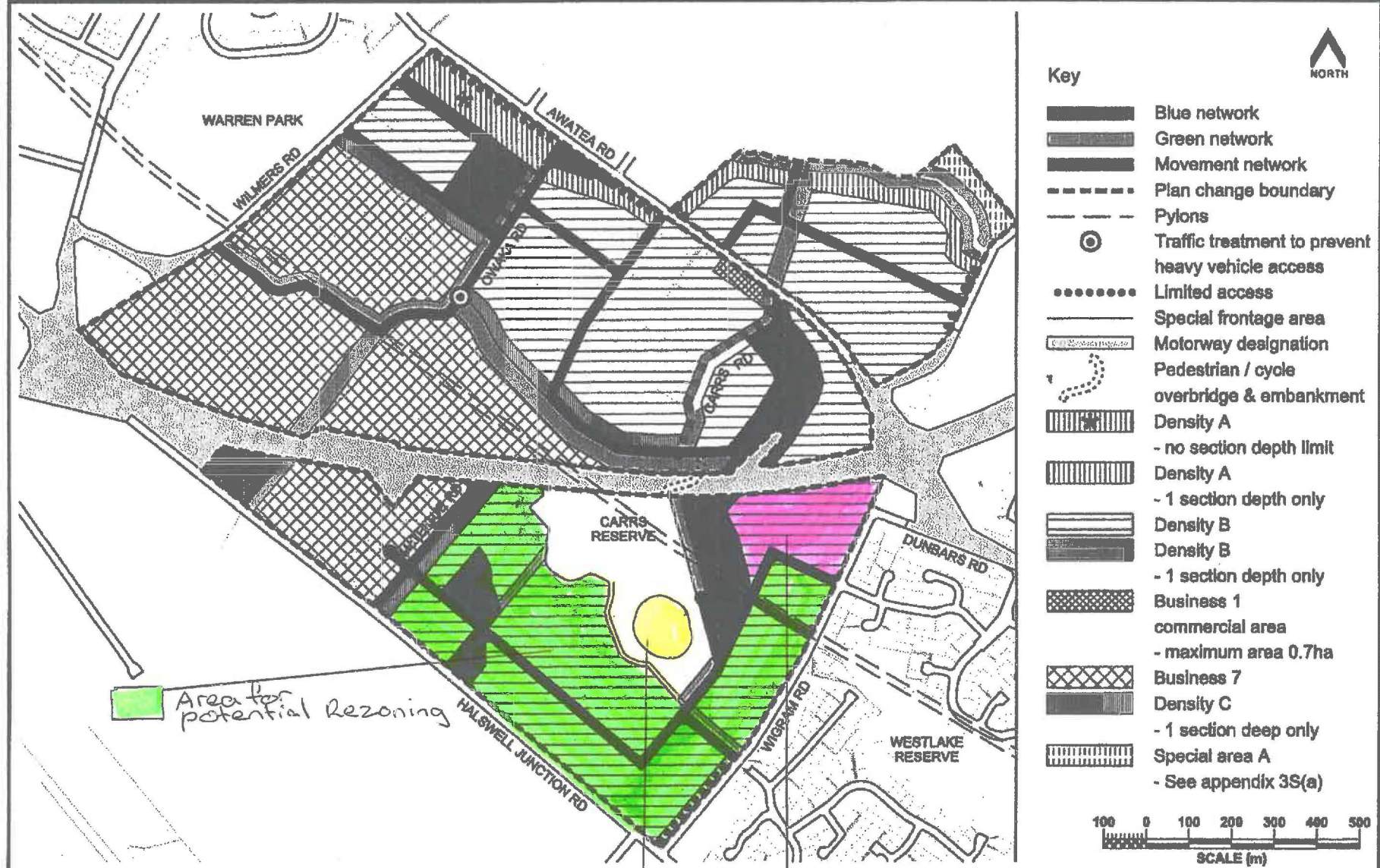
A handwritten signature in blue ink, appearing to read 'P. Dellaca', with a stylized, overlapping loop at the end.

Peter Dellaca
Chairman

A handwritten signature in blue ink, appearing to read 'Kay Stieller', with a large, sweeping 'K' and a cursive 'Stieller'.

Kay Stieller
Secretary

Appendix 3S - Outline Development Plan (Awatea)



Carro Road Raceway

Affordable Housing Site